

The Hongkong Telegraph.

WE FOR 1243

FAIR.

(ESTABLISHED 1881.)

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November 8th, 1911, Temperature 10 a.m. 70 4 p.m. 69 Humidity...54, 55.

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No. 8630

號九十月九年三統宣

THURSDAY, NOVEMBER 9 1911.

四拜禮

號九月一十其港香

888 PER AVENUE.
SINGAPORE COPY 10 G. 104.

TELEGRAMS.

THE REBELLION.

[Service To The "Telegraph"]

RAILWAYS HELD BY REBELS.

Bombay, Nov. 8, 1.50 p.m.

Reuter's correspondent at Peking wires that all railways leading to the capital are in the hands of the revolutionaries, who are believed to be marching to Peking and Foreign employees are coming in.

The Legations are making preparations for an outbreak.

TAKING PRECAUTIONS.

The French Legation has ordered all French citizens to enter the Legation quarter.

Cannon are being mounted on the walls of the Forbidden City.

The Government proposed to cut the Tientsin Railway beyond Fengtai to prevent further troops from arriving, but desisted on the protest of Sir John Jordan, who pointed out that Great Britain was entitled to operate the railway under the old agreement.

CHANG DECLINES.

Bombay, Nov. 8, 1.50 p.m.

Reuter's correspondent at Peking states that Chang Shao-teen, the commander of the troops at Lanchow, whose demands were granted by the Throne, has declined an Imperial appointment to proceed to the Yangtse to conciliate the people.

His troops are now detaining at Fengtai, near Peking.

MANCHUS FLEE.

After the murder of General Wu, the Governor of Shansi, by thirty Manchu soldiers, Chinese troops numbering 2,500 fought 1,500 Manchu troops who fled.

CHINESE FEELING EMBITTERED.

Durban, Nov. 8, 8.5 p.m.

The murder of General Wu has greatly embittered the Chinese against the Manchus and thus tends to imperil the dynasty.

The fight is still proceeding at Nanking. The Manchus have obtained an almost impregnable position commanding the City.—Reuter.

IMPERIAL REFUGEES.

Shanghai, Nov. 8.

The Empress Dowager and the Emperor Tuan Tung have left Peking and made their way to Joochi.

The shopkeepers in Chinyeung-moon Peking have gone on strike.

TELEGRAMS.

THE REBELLION.

HONOURS THICK UPON HIM.

H.E. Yuan Shi-kai has despatched Tuan Ki-sui to enter into negotiations with the rebel leader Li Yuan-heng and has offered to appoint him as Commander-in-Chief of the naval and military forces, an offer which Tuan has rejected with scorn.

A GENERAL'S DISGUST.

General Wu Lu-ching as a means of expressing his disapprobation of the massacre perpetrated by the Imperial troops has detained the consignment of guns and shells which were on their way to Hankow.

MORE IMPERIAL APPOINTMENTS.

An Imperial edict has been issued appointing Admiral Li Chun Commander-in-Chief of the sixth division and H. E. Pan Chi-yung Commander-in-Chief of the twentieth division. In a subsequent edict Tuan Fang is appointed acting Viceroy of Szechuan and Chang Sui plenipotentiary to conduct negotiations with the rebel leader for the termination of hostilities.

VICEROY'S SUICIDE.

H.E. Chang Jen-chun, Viceroy of Nanking, is reported to have committed suicide by taking poison.

GENERAL MURDERED.

General Wu Lu-ching has been murdered by his Tartar soldiers.

RISING AT CHINSAN.

Canton, Nov. 8.

The modern trained troops at Chinsan have rebelled and have pulled down the regimental colours hauling up the flag of independence instead. One of their officers Commander To has been appointed as leader and took an active part in urging the men on, but Commander Chung of another regiment, who attempted to dissuade the men from this step, was beheaded. The insurgents are now marching on Shekhi, the principal city in Heungshan.

News has reached Canton to the effect that the rebels in Sainum and Shaking are rapidly mobilising and are armed with the latest pattern smokeless rifles. At present they number about four hundred strong and have just obtained from the revolutionaries at Hongkong a subsidy of \$50,000 with which to pay more men to join them. At Weichow fighting still goes on and on Sunday the imperial troops met the rebels and were beaten.—[Shat-Po.]

TELEGRAMS.

THE REBELLION.

THE SITUATION IN CANTON.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, Nov. 8.

Early yesterday morning the nine Charitable Institutions and the Chamber of Commerce, having in view the serious aspect of the situation, appointed delegates to interview the Viceroy, Admiral Li Chun and Field Marshal Lung Chai-kwong, and to ask them to notify the public as to the steps they were going to take to preserve peace in Canton.

A meeting was held in the hall of the Chamber of Commerce, at which the Viceroy was represented by Wu Wing-wan and Kong Hung-yun. At the outset three questions were raised by Wu on the following points:—

- (1) What do the people propose to do with the troops of the garrison?
- (2) What do they propose to do with the Manchus and the Bannermen?
- (3) What do they propose to do with the local ruffians?

Wu pointed out that these important questions should be definitely decided before any declaration of independence was made in Canton, for if they were not, serious calamities might ensue. After considerable discussion it was decided that before the establishment of a republican government, and the appointment of a president, the Viceroy, Admiral Li Chun and Field Marshal Lung should be held entirely responsible for keeping the soldiery under control. It was also decided that the Bannermen and the Manchus should be allowed to elect representatives to join in the discussions.

In all six different resolutions were passed by the meeting that all societies should send delegates to a meeting to be called to consider the matter of making the declaration of independence, that such a meeting should be held to-day, that Manchu and Banner delegates should be present, that all people should be asked to act co-operatively to maintain peace and that the Viceroy should be asked to see that the decisions of the meeting would be duly carried out.

TELEGRAMS.

THE REBELLION.

VICEROY'S PROCLAMATION.

Yesterday the Viceroy also issued a proclamation to the effect that the condition of the Empire was extremely critical and that the majority of the Cantonese were in favour of declaring independence. The proclamation stated that the declaration would be made as soon as the preliminary steps had been completed. A day will be fixed for the hauling up of the white flag of independence and for the formation of a republican form of government.

The decision of the Provincial Assembly, a meeting of which was held this afternoon, was that the Viceroy should be elected president of the new republic, and General Lung vice-president and that the assembly should be turned into the principal deliberative body.

The latest rumour in Canton to-day is that the soldiers have made terms with the rebels, who will march into Canton to-morrow (Nov. 9) when the flag will be flown and a salvo of crackers let off.

THE VICEROY'S DIFFICULTY.

Canton, Nov. 7.

A rumour is abroad to the effect that at a meeting of the 72 guilds and others held to-day, a committee was appointed to wait on the Viceroy and ascertain from him exactly what course he intended to pursue as regards the revolutionary movement. It is understood that the Viceroy informed the committee that he would notify the foreign consuls that the people of Canton and vicinity desired independence and that if the consuls were agreeable he would turn over to the independents but if the consuls would not recognize the new form of Government he was helpless in the matter and must allow matters to remain as at present.

All sorts of rumours are afloat. Pirates are having everything their own way and up country boats are afraid to run.

NO RESISTANCE.

Information from comes Chinese sources to the effect that a telegram was received last night from Canton stating that the Tartar General advised the Viceroy that he would make no resistance and he could turn over the Government to the people. It is stated that the war vessels have joined the revolutionists.

TELEGRAMS.

THE WAR.

FIGHTING IN TUNIS.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 8, 2 p.m.

Reuter's correspondent at Tunis wires that serious fighting occurred between the Arabs and Italians yesterday, a number being killed and wounded.

The police and troops re-established order, but a police sergeant was mortally wounded. Paris papers state that the rioting was due to the Municipality's laying claim to land containing an Arab cemetery.

Several thousand Arabs attacked a surveyor and troops, and the latter fired volleys whereby ten were killed and twenty wounded. The "Humanite" states that the riot became a massacre of the Italians, whom fifty were killed.

FRUGONI'S VIGOUR.

Bombay, Nov. 8, 1.50 p.m.

General Frugoni, immediately on landing with 15,000 reinforcements, took a vigorous initiative. On Monday he ordered an advance, the rapidity and vigour of which surprised the enemy and resulted in the recapture of Fort Hamidieli, and a portion of the oasis.

The warships co-operated with the field batteries, and the Italians claim that the enemy suffered enormous losses.

PORTE'S PROTEST.

Bombay, Nov. 8, 1.50 p.m.

The Porte has despatched a protest to the Powers against the Italian annexation of Tripoli, and stating the determination of Turkey to resist it.

Reuter's correspondent at Constantinople states that the War Office has issued a statement discrediting the report of the Turkish capture of Derna.

DERNA NOT CAPTURED.

Durban, Nov. 8, 3.45 p.m.

The Turkish story of the capture of Derna is untrue.

ARABS AND TURKS QUARREL.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 8, 7.45 a.m.

Italian despatches from Tripoli report that there has been considerable quarrelling among Turks and Arabs over the meagre and precarious supplies reaching them.

The Arabs also resent a tendency of the Turks to place them in the forefront of battle.

A SUCCESSFUL SALLY.

Durban, Nov. 8, 11.30 p.m.

A messenger from Reuter's correspondent at Tripoli states that an Italian battalion, supported by artillery and firing from the fleet, sallied out of Fort Hamidieli and drove the enemy back, killing sixty.

The casualties on the Italian side were fifteen wounded.

TELEGRAMS.

HOME POLITICS.

OPPOSITION LEADER RESIGNS.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 9, 12.35 a.m.

Mr. A. J. Balfour has resigned his position as leader of the opposition.

TO MAKE WAY.

Durban, Nov. 9, 1.45 p.m.

Mr. Balfour's doctors have forbidden him to take any part in the Home Rule campaign in the country, or to attend the House of Commons this session.

In these circumstances Mr. Balfour felt that he ought to make way for a man who might have to form a future ministry.

ILL-HEALTH THE REASON.

[OUR OWN CORRESPONDENT.]

London, Nov. 8, 7.20 p.m.

Mr. Balfour has resigned the leadership of the Unionist Party on the ground of ill-health. Lord Lansdowne has been chosen as his successor.

ASQUITH'S ANNOUNCEMENT.

Durban, Nov. 8, 11.50 p.m.

Mr. Asquith's announcement of electoral reform was utterly unexpected even by the Liberals, who, however, welcome it, but foresee schisms arising out of the women's vote question. They agree that the redistribution of seats is an inevitable concomitant to the reform.

The Conservatives vehemently resent the announcement and urge that it is a party dodge to gain voters.

The "Globe" suggests that the announcement is a *ballon d'essai*, because the Cabinet is at sixes and sevens over the suffragist question.—Reuter.

AMERICAN ELECTIONS.

SOCIALIST SUCCESSES.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 8, 3.45 p.m.

The State and municipal elections held in America yesterday show a decided awakening of a radical tendency and considerable disaffection from President Taft, seeming to diminish the prospects of his possible re-election.

There has been a remarkable success among the Socialists of New York who, for the first time in the history of the State, have elected a Mayor.

There have also been noteworthy Socialist gains throughout the country.

REPUBLICANS RECAPTURE NEW YORK.

Durban, Nov. 8, 11.30 p.m.

The Republicans have recaptured New York State, but the Republican ticket at Cincinnati (President Taft's home) has been defeated.—Reuter.

TELEGRAMS.

THE SUFFRAGISTS.

RENEWED ACTIVITY.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 8, 8.30 a.m.

In consequence of Mr. Asquith's announcement, the Women's Social and Political Union announces that it will revert to the anti-Government policy.—Reuter.

THE MARY'S GIFT.

QUEEN'S DECISION.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 8, 7.45 a.m.

The Queen has decided to devote the Coronation gift from the Marys of the Empire to the establishment of a Holiday Home at Whitstable for London working girls.—Reuter.

NOBEL PRIZE.

LADY WINNER.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 8, 8.30 a.m.

The Nobel prize for chemistry has been won by Madame Curie.—Reuter.

TRADE RETURNS.

LARGE INCREASES.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 8, 7.45 a.m.

The British trade returns for October show increases in imports amounting to £2,804,498, principally in food, drink and tobacco. There is a large decrease in cotton. The exports show an increase amounting to £5,855,071, chiefly in iron, steel, cotton and wool manufactures.—Reuter.

THE ROYAL TOUR.

LATEST PLANS.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 8, 7.45 a.m.

Mr. Asquith has announced that an Order-in-Council will delegate the exercise of the executive functions of the Crown during the King's absence.

His Majesty will be in daily telegraphic communication with his Ministers on all matters of importance. Those named in the Order will be Prince Arthur of Connaught, the Archbishop of Canterbury, Baron Lonsdale and Lord Morley.

MALTA NOT TO BE VISITED.

Owing to the outbreak of cholera, Their Majesties' visit to Malta has been cancelled.—Reuter.

IMMIGRATION LAWS.

CHINESE IN CANADA.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 8, 8.30 a.m.

Reuter's correspondent at Ottawa states that Mr. Melbride, the Premier of British Columbia, has arrived in the capital to ask the Dominion Government's co-operation in strengthening the immigration laws in order to insure a white British Columbia. It is expected that the entrance fee of five hundred dollars for Chinese will be doubled.—Reuter.

OLD DROVE ROADS.

Famous Scenes and Incidents Recalled.

In the West of Scotland, running parallel, perhaps, to the present County Council highway for many miles and then, when the modern road finds the gradient too steep and turns aside to avoid the difficult ascent, holding dog-like on as the crow flies, the old Drove Roads wind up from the glens by the seashore and make straight for the high shoulder of the windy pass leading south to the fat country where in the past the Low Country farmer reared cattle for Highland gentlemen to "lift" when the moon was full, enough for droving. There is no sign of any attempt at road-making as practised by the Romans or the famous English soldier. The drovers (says a writer in the "Glasgow Herald") let their cattle take the path which suited them best across the hills and through the burns.

Bridges were unheard of, and the only concession the worthy travellers made to the element craving for comfort in journeying across the streams was to place huge boulders as stepping stones to guide the feet when the burns were big in brown space. Such stepping stones still remain as firm and immovable as when first placed there by hand that stiffened soon after in the hilt of the claymore when sudden death found them at the next ford in some fierce brawl. The life of the road, and it is the life of the road that matters, was gay and full of interest.

The Joy of Strife.

Along the beaten pathway the swank lads marched gay and light of foot to the roaring life of their own times dived out to the echoing rocks by the piers that had names for piping North and South. The high sun shone on them; the soft rain smirled and bent as the kind West Country rain still beats upon its own folk. Life was glad and hearty and hot in their veins, and the fierce joy of strife and the mere bearing of arms made their savage hearts content.

Broken men trailed their wounds home to the seaboard clachans from the fights that even the bards have forgotten, along the old road; and women, with hearts big with fear fluttering at their throats, looked anxiously and long at the bend of it ere it dips into the unknown beyond expecting their menfolk home from foray or war. There were merry wedding parties on the old road, cousins and kinsfolk gathering from the glens to dance and make merry by the fine gay marriage feasts; and the pipers had another lift on their chanters, and the dour fighting seowl was smoothed from faces that beamed with kindness and clannish hospitality.

Neglected Now.

Burials there were, too, on the highroad. With pipers at the moments, and great chieftains bowing their shoulders to the bier, and wailing women at the cross roads. The Drove Roads are neglected now; the motor horn is heard upon the new road that disdains the old steep pass, and is borne on stone bridges over the burns where the heroes forded. The clachans, whence came the stout fighters and merry dancers of the old gay times upon the road, are heaps of grey moss-grown stones, and the bramble bushes cast their shoots over the ruins of the Drovers' Change House, where the brave men that wore Yon Tarian at Inverloch drank their last drink before the muster.

Wade's roads and the Roman roads, and now the new roads that the County Council keeps up have borne their share, and are bearing it, but the folk that travel by the roads are few, and the wide, long roads of the Wide World have called the children of the folk that used the old Drove roads out and away, leaving the glens and the seashores empty and forlorn. The grass, the heather, and the bracken are obliterating the Drove Road from the face of the



No, "any tonic" won't do —Get Sanatogen

The doctor's parting caution emphasises a conviction based upon knowledge and experience. The doctor knows that the ordinary "tonic" is nothing but a temporary stimulant. He knows that his patient needs something which will actually nourish the run-down nervous system, which will convey to the cells the very substance of which they are built up, and he knows that this very substance is scientifically combined in Sanatogen, which is in truth a definite organic compound of pure milk-protein and glycerophosphate of sodium, the two great essentials for nerve repair.

The Hon. Mr. Justice Robertson, Judge of the Supreme Court, Lahore, Punjab, writes: "My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthener."

Sir Charles A. Cameron, C.B., M.D., etc., writes: "Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus, in exactly the form in which it can be easily absorbed. It is an excellent nerve food."

Mr. Shirley Tremearne, Editor of "Capital," 98, Clyde Street, Calcutta, writes: "I cannot speak too highly of Sanatogen. It not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack."

"The Medical Times" says: "There is no doubt whatever that the nutrition of patients taking Sanatogen improves wonderfully, due, in all probability, to its being easy of assimilation and to the organic absorbable phosphorus which it contains."

Sir Gilbert Parker, M.P., the popular Novelist, writes: "I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results."

Prof. Dr. C. A. Ewald, of Berlin University, writes: "I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results."

The Great Invigorator.

The doctor knows that the claims made for Sanatogen have been abundantly verified by scientific investigation—that its merits have been acclaimed by leading authorities and by thousands of his brother physicians. Last, but not least, he knows from his own experience what Sanatogen is capable of doing. He has watched its rejuvenating effect upon people whose nerves had been undermined by worry, overwork or illness. He has observed, too, how wonderfully it improves appetite and digestion, how it promotes sleep, how it conveys fresh vigour and vitality to the overworked body and mind—in short, how wonderfully it strengthens the forces that make for perfect, vibrant nerve health.

For Convalescence in Tropical Diseases.

The supreme value of Sanatogen, both as an energising tonic and as a highly nutritious and concentrated food, is vividly shown by its effects on convalescents from Malaria, Dysentery, and other tropical diseases.

Dr. Behlman, writing in the "Colombo Independent," says: "If any remedy should find the widest appreciation in tropical countries it is Sanatogen. Not only in my opinion, but in the opinion of many well-known medical men, there is no preparation which is as powerful to restore vitality, no better tonic and none more suitable to convalescents from tropical diseases."

Another doctor writes from Dum Dum, Bangalore: "I have used Sanatogen with most gratifying results in several cases of convalescence from Malaria, Dysentery and Typhoid. It is a nerve tonic of highly nutritive value and a stimulating influence. I recommend it highly. Furthermore, I have personally derived great benefit from its use."

Try Sanatogen To-day.

Do you need a tonic? Are you aware of the fatigue and danger of using stimulants? Are you longing for a genuine, thoroughly trustworthy food- tonic of proven merit? Then you should at once obtain a supply of Sanatogen and so lay the foundation for better health, strength and happiness. It can be obtained in Hong Kong from Messrs. A. S. Watson & Co., The Sincere Co., Ltd., 215/21, Des Voeux Road; and of all Chemists.

THE AVERAGE MAN.

The Man in the Street we know and dislike. He is the individual who is for ever hurrying somewhere, and who brushes you rudely and violently aside in his desperate efforts to get to the place he never arrives at, says the "Globe." Or else, with malice aforethought, he saunters slowly in the middle of the pavement, or stands talking gaily to other Men in the Street what time you are desperately struggling to get by to keep an important appointment. This is the man to whose opinion political leaders and leader-writers refer with such awe-struck deference. But there is another individual of quite equal importance in the minds of some people. This gentleman is known as the "Average Man," and as a rule he is represented as dull but full of that sound common-sense that is supposed to characterise the nation as a whole. For this reason he comes in useful when a speaker or writer is attacking a Government or an Institution and feels the need, in default of argument, of a little moral support. It is then that the Average Man is dragged in triumphantly as supporting the attack. The Average Man can do little but wonder at the crass stupidity, the inconceivable ignorance, and to on and so forth. That is the style, and we feel it is time to protest against the gross abuse of this term. After all, we are (nearly all us) Average Men. Unless we are millionaires, geniuses, or Labour leaders, we cannot honestly describe ourselves as other than Average, and it is distressing to feel that our name is so constantly being taken in vain.

Public Company.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE.

A FINAL DIVIDEND of One Shilling per Share, free of tax, has been declared by the Directors of the above Company, making a total of 10 per cent for the year ending 24th February, 1911.

COUPON No. 17 is payable on the 2nd November at the Chartered Bank of India, Australia & China, and the Russo-Asiatic Bank at Tientsin and Shanghai.

CANTON-KOWLOON RAILWAY (British Section).

NOTICE.

COMMENCING 8th inst. and until further notice the express trains leaving Kowloon at 8 a.m. and 2.25 p.m. for Canton, and the trains leaving Canton at 7.55 a.m. and 2.25 p.m. for Kowloon are hereby cancelled. The train leaving Kowloon at 8.45 p.m. for Fung Ling will run to Shum Ching until further notice.

By Order, E. S. LINDSEY, Manager.

Kowloon, 7th Nov., 1911. [1480]

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BIJOU SCENIC THEATRE.

AT 9.15 EVERY EVENING (9.15 p.m.) THIS WEEK'S PICTURES.

THE STRANGER.

Nick Winter v. Nick Winter.

A Lesson in Wrestling.

Friday, the 18th.

WHICH OF THE TWO.

Miss Kitty Delavale.

Reviewed English Comedienne. Hongkong, 6th Nov., 1911. [1471]

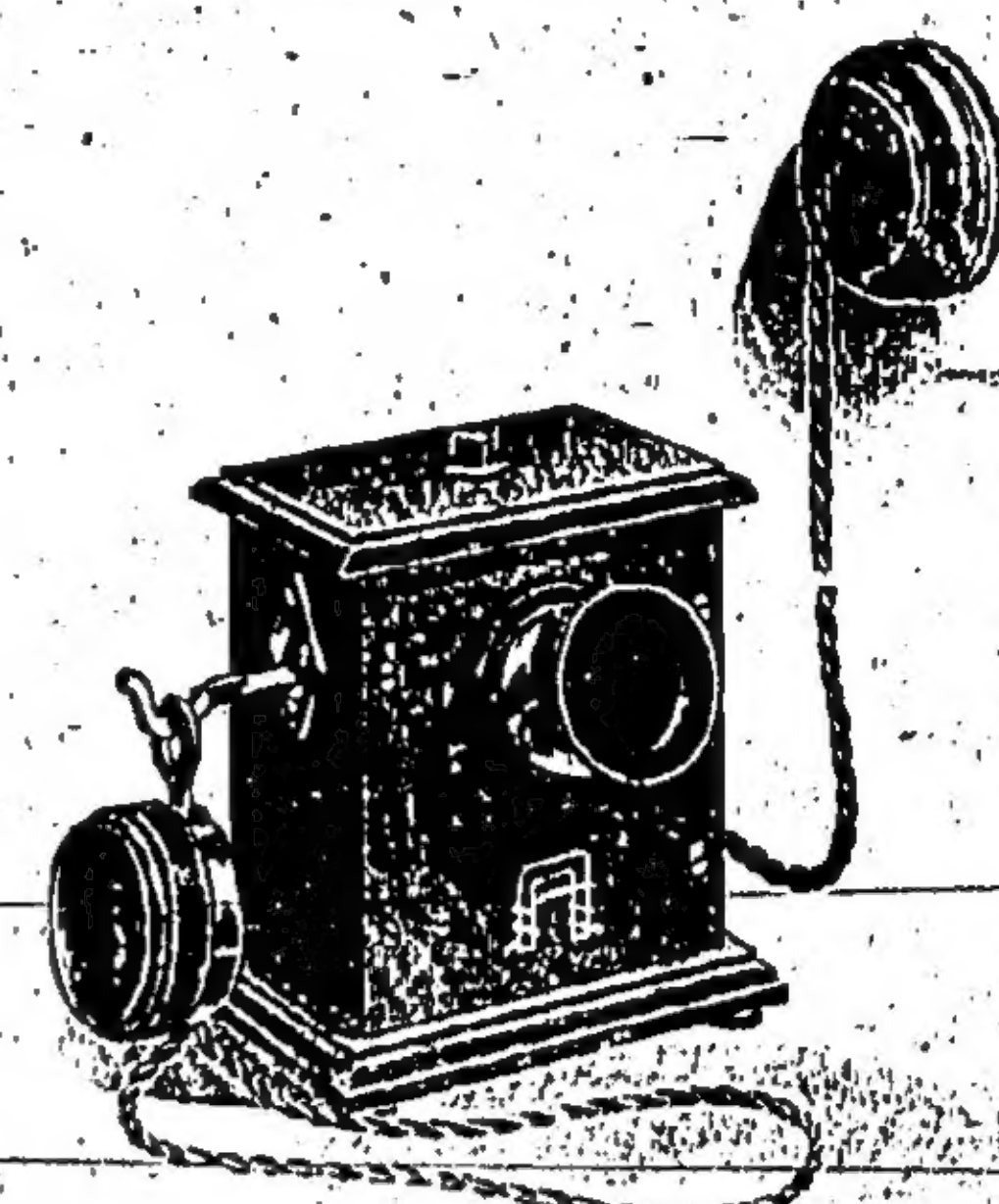
Just received, a fresh consignment of PAUL CLOUTY CHAMPAGNE, Extra Dry at \$24.00 per case of 2 doz. pils. FRENCH STORE, 74, Queen's Road Central.

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SOUTH MANCHURIA RAILWAY.

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via DAIREN.

WINTER SCHEDULE.

Effective from October 23, 1911.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of electrically equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fare	Shanghai (Steamer).....Lv.	Dairen (S.M.R. Train).....Lv.	Changchun (S.M.R. Train).....Lv.	State Express for Moscow	State Express for Peking
\$40.00	Shanghai (Steamer).....Lv.	Dairen (S.M.R. Train).....Lv.	Changchun (S.M.R. Train).....Lv.	State Express for Moscow	State Express for Peking
\$14.95	Shanghai (Steamer).....Lv.	Dairen (S.M.R. Train).....Lv.	Changchun (S.M.R. Train).....Lv.	State Express for Moscow	State Express for Peking
\$11.50	Shanghai (Steamer).....Lv.	Dairen (S.M.R. Train).....Lv.	Changchun (S.M.R. Train).....Lv.	State Express for Moscow	State Express for Peking
\$9.00	Shanghai (Steamer).....Lv.	Dairen (S.M.R. Train).....Lv.	Changchun (S.M.R. Train).....Lv.	State Express for Moscow	State Express for Peking

Connecting at Harbin with State Express for Moscow.

SOUTH BOUND.

1st Class Fare	Harbin (Russian Train).....Lv.	Changchun (S.M.R. Train).....Lv.	Dairen (S.M.R. Train).....Lv.	Shanghai (Steamer).....Lv.	State Express for Moscow	State Express for Peking
\$40.00	Harbin (Russian Train).....Lv.	Changchun (S.M.R. Train).....Lv.	Dairen (S.M.R. Train).....Lv.	Shanghai (Steamer).....Lv.	State Express for Moscow	State Express for Peking
\$14.95	Harbin (Russian Train).....Lv.	Changchun (S.M.R. Train).....Lv.	Dairen (S.M.R. Train).....Lv.	Shanghai (Steamer).....Lv.	State Express for Moscow	State Express for Peking
\$11.50	Harbin (Russian Train).....Lv.	Changchun (S.M.R. Train).....Lv.	Dairen (S.M.R. Train).....Lv.	Shanghai (Steamer).....Lv.	State Express for Moscow	State Express for Peking
\$9.00	Harbin (Russian Train).....Lv.	Changchun (S.M.R. Train).....Lv.	Dairen (S.M.R. Train).....Lv.	Shanghai (Steamer).....Lv.	State Express for Moscow	State Express for Peking

Connecting at Harbin with State Express for Moscow.

Russian Train Time is 21 minutes faster than S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

EXPRESS EXTRA FARE.....\$3.00. SLEEPING CAR SUPPLEMENT.....\$5.00.

ANTUNG-MUKDEN LINE—Completely reconstructed into standard gauge and open for traffic on 3rd November, 1911.

TICKET AGENTS—The Company's railway and steamship tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co.; at the Nippon Yusen Kaisha, Shanghai; Messrs. T. S. Cook & Son; and at the Bureau of Hamburg-Amerika Line.

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THE CHINA SQUADRON.

Following are the vessels of the China Squadron:—

Submarines:—

No. 36, Lieut.-Comdr. G. J. Herbert.

No. 37, Lieut.-Comdr. A. A. L. Fenne.

No. 38, Lieut.-Comdr. J. R. A. Codrington.

Alacrity, despatch-boat, Comdr. A. Lowndes, 700 tons, 4 guns, 2,000 i.h.p.

Astrea, 2nd class sloop, Captain E. B. Kidd, 4,300 tons, 10 guns, 7,100 i.h.p.

Atlas, admiralty tug, Master S. West, 615 tons, 1,400 i.h.p.

Bramble, gunboat, Lieut.-Comdr. B. G. Washington, 710 tons, 900 i.h.p.

Britomart, gunboat, Lieut.-Comdr. J. M. Barker, 710 tons, 900 i.h.p.

Cadmus, British sloop, Comdr. H. Lynes, 1,070 tons, i.h.p. 1,400.

Cherub, water tank and tug, Master W. Smith, 390 tons, i.h.p. 340.

Clive, British sloop, Comdr. H. J. Veal, 1,070 tons, i.h.p. 1,400.

Fame, torpedo-boat destroyer, Lieut.-Comdr. H. S. Monroe, 340 tons, 6 guns, 5,700 i.h.p.

Flora, 2nd class cruiser, Captain J. Nicholas, 4,300 tons, 10 guns, 7,000 i.h.p.

Hamlyn, torpedo-boat destroyer, Lieut.-Comdr. H. G. Stopford, 295 tons, 6 guns, 4,000 i.h.p.

Janus, torpedo-boat destroyer, Lieut.-Comdr. M. B. R. Blackwood, 320 tons, 6 guns, 3,000 i.h.p.

Kent, armoured cruiser, Capt. S. St. J. Farguhar, 9,800 tons, 14 guns, i.h.p. 22,000.

Kinsale, river gunboat, Lieut.-Comdr. T. J. S. Leno, 610 tons, i.h.p. 1,200.

Morlin, surveying ship, Comdr. B. O. M. Davy, 1,070 tons, 6 guns, 1,400 i.h.p.

Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Winslow, Capt. G. O. Cayley, 14,000 tons, i.h.p. 27,000.

Monmouth, armoured cruiser, Captain L. E. Power, 9,800 tons i.h.p. 22,000.

Moorhen, river gunboat, Lieut.-Comdr. G. P. Leith, 180 tons, 2 guns, i.h.p. 800.

Newcastle, 2nd class cruiser, Captain George P. E. Hunt, 4,800 tons, turbine.

Nightingale, river gunboat, Lieut.-Comdr. Claude Hillierden, 305 tons, 8 guns, 240 i.h.p.

Otter, torpedo-boat destroyer, Comdr. Lamb, 385 tons, 6 guns, 6,300 i.h.p.

Robin, river gunboat, Lieut.-Comdr. Cosmo A. O. Douglas, 85 tons, 2 guns, 240 i.h.p.

Rosario, depot ship for Submarines, Lieut.-Comdr. N. P. Archibald, 980 tons, i.h.p. 1,400.

Sandpiper, river gunboat, Lieut.-Comdr. E. J. J. Southby, 85 tons, 2 guns, 240 i.h.p.

Saige, river gunboat, Lieut.-Comdr. Maurice B. Leslie, 85 tons, 2 guns, 240 i.h.p.

Taku, torpedo boat destroyer, Gunner E. J. Trillo, 305 tons, i.h.p. 6,000.

Tamar, receiving ship, Commodore Eyres, 4,850 tons, 6 guns.

Teal, river gunboat, Lieut.-Comdr. R. J. Buchanan, 180 tons, 2 guns, 800 i.h.p.

Thistle, gunboat, Lieut.-Comdr. M. D. Baillie-Hamilton, 710 tons, 900 i.h.p.

Virago, torpedo-boat destroyer, Lieut.-Comdr. Harold D. Adair-Hall, 395 tons, 6 guns, 6,300 i.h.p.

Waterwitch, surveying ship, Lieut.-Comdr. R. L. Hancock, 620 tons, 450 i.h.p.

Whiting, torpedo-boat destroyer, Lieut.-Comdr. G. B. Hartford, 360 tons, 5 guns, 5,900 i.h.p.

Widgeon, gunboat, Comdr. M. H. Wilding, 195 tons, 2 guns, 800 i.h.p.

Woodcock, gunboat, Lieut.-Comdr. B. R. Brooke, 150 tons, 2 guns, 550 i.h.p.

Woodlark, gunboat, Lieut.-Comdr. G. F. A. Milock, 150 tons, 2 guns, 550 i.h.p.

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HONGKONG DISPENSARY.

Hongkong, 21st October, 1910.

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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BIRTH.

On the 7th November, at "Brookline," the Peak, Hongkong, to Mr. and Mrs. H. M. Webb, a son.

[1482]

The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 9, 1911.

MR. BALFOUR'S RETIREMENT.

Mr. Balfour has resigned from the leadership of the Unionist Party, and nowhere will the announcement be received with keener regret than in the Colonies. However opinions may have differed as to the soundness of his policy in Home politics he has always been recognised as a clear-eyed unserving Imperialist. Only the other day he told the people of Great Britain that until some Government earnestly and courageously faced the great question of commercial relations with the Colonies, regarded as one great whole and one great system, until some Government recognised that it is as important to defend commerce by treaty as to defend it by naval and military strength and that the Colonies must be brought into a commercial system as well as into a system of defence, the commercial future of Britain and the unity of the Empire is most seriously imperilled. Britain and her colonies can ill spare a leader inspired by such an ideal, and his enforced retirement, through ill-health, at a moment when the man and his policy are most wanted, is a severe blow.

Mr. Balfour has been accused many times of being a waverer; but is he really so? He appeared, it is true, to hesitate long before finally committing himself to Tariff Reform; almost, indeed, he appeared to hold varying opinions. But that seeming indecision sprang from sheer strength and activity of mind, not from want of strength. Mr. Balfour is essentially a metaphysician, and he saw round and about the vast and many-sided problem more clearly than others less finely equipped mentally, who because of their less restricted vision arrived at a decision more swiftly. His mind once made up, however, his adherence to the cause of Tariff Reform has been strong and unwavering.

The new leader of the Unionist party is Lord Lansdowne who has led the opposition in the Lords with pronounced success. Presumably the new leader of the Opposition in the Commons will be Mr. Austen Chamberlain who was hailed as "our next Prime Minister" at the now famous Halsbury dinner. Lord Lansdowne long since proved his capacity during his tenure of the Foreign Secretaryship. His administration at the Foreign Office was conspicuous for the number of treaties of arbitration arranged with foreign Powers and for the agreements with France and Japan. Mr. Balfour goes, but his policy remains and with these two leaders it is safe. If a change was necessary—and it has seemed inevitable for some time—it is well that it should come now rather than when the party is fighting the great battle of Home Rule. But its coming at all is a matter for keen regret.

DAY BY DAY.

They who seek nothing but their own just liberty, have always right to win it and keep it, whenever they have power, be the voices never so numerous that oppose it.

Ninemen were fined \$3 or seven days' hard labour at the Magistracy this morning for gambling at 107, Second Street.

A native was awarded six months' hard labour at the Magistracy this morning for being a rogue and vagabond.

For stealing two salt fish from the Kowloon Godowns, a man was awarded one month's hard labour and four hours' stocks at the Magistracy this morning.

There was a crowded audience last evening at the production of the operetta, "Alice in Wonderland." The young players acquitted themselves in first rate style, and were rewarded with vigorous applause and all-round congratulation. To meet expressed wishes an extra matinee is arranged for Saturday next, the 11th inst., at 4 p.m., in the Union Church School Hall, Kennedy Road.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals, being collections on Hospital Sunday: St. Andrew's Church, Kowloon, \$127.16; Union Church, 73.33; To Tsai Chapel, 63.30; St. John's Cathedral, 56.29; St. Stephen's Church, 36.20; Basel Mission Church, 31.00; Methodist Episc. Church, 15.00; Peak Church, 8.00.

A Thief's Audacity.

A silk-robed youth was brought up before Mr. F. A. Hazeland at the Magistracy this morning for stealing a gold earpick, a suit of clothing and a pair of lady's trousers from a brothel at West Point. He was sentenced to six months' hard labour, four hours' stocks and to be whipped twice.

Squabble in a Theatre.

In the early hours of this morning, a quarrel arose between one of the managers in the Tai Ping Theatre and a fiddler over a question of wages. The manager struck the musician on the knee with a lamp glass and inflicted a nasty cut. This morning, the aggressive party was fined \$5 by Mr. F. A. Hazeland at the Police Court.

Concert at Union Church. A very successful concert organized by Mr. G. P. Lammer took place in the Hall of the Union Church last night. The following ladies and gentlemen contributed to the evening's success with both vocal and instrumental pieces: Mrs. R. C. Edwards, Mrs. Lewis, Miss Gordon, Messrs. G. P. Lammer, S. Moore, F. Austin and F. Soutar. There were several recalls.

Arrested on Suspicion. At 5 o'clock this morning a Chinese constable arrested a man, who had aroused his suspicions, at 30, Wing Lok Street. A bundle of clothing was found in the man's possession of which he could give no satisfactory account. This morning he was brought up before Mr. J. R. Wood, who sentenced him to three months' hard labour and four hours' stocks.

The Snatching Habit. A Chinese was charged at the Magistracy this morning with the alleged snatching of a gold bangle from a three-year-old girl in Hollywood Road. The girl was being led by her mother, when it is alleged, the man came up from behind and wrenched the valuable off the girl's wrist. On the mother seeing the theft, the man is said to have passed the article to a confederate. The case was dismissed.

A Savage Attack. Yesterday there was a dispute between a native electrician and a coolie at Shaukiwan West. While the wrangling was going on, one of the men struck the other on the side of the head with a sharp-edged hammer, inflicting a deep wound. This morning the men were bound up in the sum of \$50 each to keep the peace for six months.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon, when there were present:—

H.E. the Governor Sir Frederick John Dealtry Lugard, K.C.M.G., C.B., D.S.O.

H. E. Major General Anderson.

Hon. Mr. A. W. Brewin, C.M.G. (acting Colonial Secretary).

Hon. Mr. C. G. Alabaster (Attorney-General).

Hon. Mr. W. Thompson (Colonial Treasurer).

Hon. Mr. W. Chatham, C.M.G. (Director of Public Works).

Hon. Mr. E. A. Hewett.

Hon. Mr. E. R. Hallifax (acting Registrar General).

Hon. Capt. F. W. Lyons (Capt. Supt. of Police).

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. Wai Yuk, C.M.G.

Hon. Mr. J. E. Pollock, K.C.

Hon. Mr. E. Osborne.

Hon. Mr. C. H. Ross.

Mr. C. Clementi (Clerk of Councils).

The following minute was referred to the Finance Committee: The Governor recommends the Council to vote a sum of fifty dollars (\$50) in aid of the Education, A Department of Director of Other Charges, Queen's College, Books for Chinese Masters.

Hon. Mr. H. E. Pollock, K.C., put the following question:—Will the Director of Public Works state what steps are being taken for the repair or restoration of the Fountain which were presented and dedicated to the public in 1887 in commemoration of the Jubilee of Her late Majesty Queen Victoria? In all there are eleven second readings to be dealt with at this meeting.

The Hon. Mr. Chatham made the following reply:—

Five fountains were erected in 1887, and there is a record of their being repaired and brought into use on the occasion of the second Jubilee in 1897. During the past 14 years they have fallen into disrepair, largely owing to two causes, viz.: in the first place they had been erected as drinking fountains, only, and it was found that the cups, chains and fittings were constantly stolen; and in the second place the conditions of water supply for the City have been so greatly improved since 1887 that they are no longer needed. The Government of the day did not give any undertaking to maintain the fountains, and no special fund was assigned for the purpose. In the circumstances it is not proposed to spend money in restoring them.

Hon. W. E. Osborne.

H.E. the Governor said that on the first meeting of the Council after October 1 he announced the standing committees during the coming year, and Mr. Ede was appointed to the Public Works Committee. He had now left the Council, and they were glad to welcome back the hon. member on his right, (Hon. W. E. Osborne) and he appointed him to the Public Works Committee in place of Mr. Ede.

Dealing with the second reading of the Finance Bill, Hon. E. A. Hewett made the first reply on behalf of the unofficial government and spoke in terms of approbation of the arrangements the government had made for leave for their officers. Mr. Hewett spoke strongly on the question of the compensation to be received from the Home Government for the suppression of opium smoking in Hongkong. The total they would receive would be \$340,000, and that he urged would be a meagre pittance to compensate for the loss to the revenue from this source. Those people at home who considered that the closing of opium dens was a good step certainly should have the courage to see that the rate-payers of this Colony should receive compensation for adopting a policy which they forced upon them. The increase in Postal revenue from six to seven has been considered, highly satisfactory. He also agreed with the vote of \$9,000 for the provision of a professor's chair at the University, and they, the unofficial members, would suggest that at the earliest moment the Government should appoint a Regius Professorship which should cost about £200 and they would welcome any announcement from the Government on the point.

The Police were constantly attracting attention, and at some times criticism, but they approved of the slight increase in the force, and on that subject he did not propose to say anything more. Speaking of the Lunatic Asylums, Mr. Hewett referred to the Chinese establishment but criticised that for the Europeans. The latter he thought was totally inadequate for the purpose. It was so constructed that there was no room for the unfortunate women to take exercise at all except on the verandah in front of their room. As for the men they had a small yard with high walls. He suggested that the present building should be disposed of and a new building erected on a site higher up the hill or even on the mainland, where there would be more ample grounds where the inmates could obtain some exercise at agriculture or other forms of work.

Speaking of education the hon. member remarked that he did not think compulsory education practicable in a place like Hongkong. In the future on Education Board might be required and as it was they welcomed the formation of a Board of Control with a view to overlooking Chinese primary education and bringing it up to a uniform standard.

Dealing with the Post Office and the Law Courts, Mr. Hewett spoke of the miserable return the Colony had had for their money. The post office was supremely inefficient, finicky and spoiled by two stucco towers. If members did not believe him they had only to take a launch out into the harbour and compare it with Queen's Buildings. As to the Law Courts, he really did not know what to say. Who was responsible for the design he did not know. It was credited to one of the leading architects at home but he could not believe he ever designed such a building as that. The surrounding buildings were high while the unfortunate law courts were ponderous and seemed by reason of their very weight to kneel deep in the mire. The speaker criticized the dome and building generally and wound up by remarking "I hope that the finest site in the Colony will soon be built over so that at least the Law Courts will not be seen from the harbour." He welcomed the proposed scheme for raising Royal Square but suggested that the statues should be raised in also. They were at present the playground for shampun children and being of unpolished granite they would soon get dirty.

The hon. member also referred to the need for wireless telegraph expressed in the Colony, a subject on which the Government and the Chamber of Commerce had been in correspondence. The installation of a station with a 1,500 mile radius would cost about £7,000 or £8,000 while the total amount required for the whole station would not exceed £12,000.

He then proceeded to deal with the question of the military contribution but was ruled out of order by the Governor on the grounds that that item had been left out of the bill under discussion and came on later in the orders for the day.

Referring to the revenue of the colony he agreed that there had been an enormous increase in the Colony's trade for the past 20 years, but satisfactory as the figures might appear they knew that the trade for many months past had not been satisfactory.

After urging for great economy regarding public works, the hon. member severely criticised the Public Works Department, alleging unnecessary delay in carrying out works. Months he said, were spent where weeks should have been sufficient. He suggested that report of these proceedings should be sent to the Colonial Secretary, in order that he might appoint a commission to enquire into the administration of the department and ascertain the delays.

Hon. Dr. Ho Kai said that he wished to express a general opinion on the observations made by hon. member representing the Chamber of Commerce. He did not quite agree with hon. member on certain particulars, especially his strictures regarding the suppression of the opium trade. He altogether agreed with hon. member that the compensation granted by the

Imperial Government was quite inadequate in view of the losses sustained by the trade, but he could never bring himself to oppose the enlightened policy pursued by the Liberal Government in putting down the trade. Regarding the Lunatic Asylum, he thought that more satisfactory arrangements should be made, especially as regarded the Chinese lunatics confined there. Some well-arranged and well-conducted place should be established in Canton and a grant should be made in that direction. As regards the Tsim Tse reservoir, that work should be pushed on as quickly as possible, as the need for water supply was being felt keenly year by year, especially by the Chinese inhabitants of the Colony. The sum of \$100,000 for next year was certainly very small. He would suggest that if the staff was inadequate, extra hands should be engaged to push on the work. He congratulated the Government on the immense progress that had been made in the educational direction, especially under His Excellency the Governor. The speaker then dwelt at some length on the subject and touched upon the annual grant by the Government towards the Hongkong University, and hoped that the grant would be increased.

LAWN BOWLS.

The "Telegraph" Cup.

The Cup which had recently been offered to the members of the Kowloon Bowling Club by the "Hongkong Telegraph" has produced an interesting series of handicap competitions, the handicappers having done their work well. So far, three men have got into the semi-finals—Messrs. A. Ramsey (-8), Alexander (-7) and W. Taylor (-6). The finals will most probably be brought off within this month.

THE PROUDLOCK CASE.

A telegram from Kuala Lumpur, dated Oct. 31, is as follows:—The summons against William Proudlock, for criminal and malicious libel against Detective Inspector Wyatt in an article sent to "M. A. P." commenced to-day. Mr. H. N. Ferrers opened at great length. He said that the defendant in the newspaper "M. A. P." made a general attack on the witnesses for the prosecution, on the assessors, and on the Public Prosecutor, and to a certain extent on everybody connected with the murder trial.

Counsel said that when Proudlock wrote the letters he seemed to think he had a mission in life to reform an alleged serious state of things in Kuala Lumpur. His statement about Detective Inspector Wyatt went round the world without contradiction and necessarily prejudiced him in his position and prospects.

Instead of simply joining issue, Proudlock took a number of legal and technical grounds on which he claimed to be able to resist the action.

Wyatt in evidence denied that he ever thrashed native witnesses. The statements told him. He had got into trouble through not confining Mrs. Proudlock immediately. He denied that he advised Proudlock not to engage a solicitor.

An unusual case has been heard at Limerick Quarter Sessions, the plaintiffs being Lieutenant-Colonel Ross and officers of the Black Watch, now quartered at Edinburgh. The regiment had records of casualties compiled by a former commander, Colonel Drysdale, of all the engagements they fought from Fontenoy down to the Indian Mutiny. These lists were in manuscript and were sent to the defendants, Messrs. Guy and Company, stationers and printers, Limerick, to be framed, with the result that they were mislaid and lost and damages were claimed to the amount of £50. The defendants made out a substitute list, but counsel for plaintiffs said it was a farcical one, Waterloo and a number of the regiment's deeds being grouped under the head of Ormeau. Evidence having been given by plaintiffs, were awarded

NOTES AND COMMENTS.

Mr. Balfour, whose retirement is announced to-day may be described as a delightful speaker who sometimes disappoints. As he rises to speak, there is a sort of half-concealed smile playing about his face, and he gives the listener the impression that he is not thinking so much about his opening remarks as about what is to come later. He hesitates now and then as if unable to hit upon the word which will exactly describe his meaning, and should he make a palpable slip, he blushes as if he were quite a humble beginner. Apropos of slips, once in rising, his hat to a group of ladies while cycling on his estate, Mr. Balfour managed to fall into a flower-bed. "You did that very gracefully," said a friend. Mr. Balfour, who has a pretty wit, replied, "I always dismount in the presence of ladies."

There are many golf stories fathered on the ex-leader of the Unionist party, and we have heard it alleged that the story which follows comes from his stock. It touches a member of Parliament who was anything but a golfer. Nevertheless, he liked to imagine he could do something on the links, and having set out one day with a caddy, a quiet-looking boy with a stolid face who never once laughed or made rude remarks about his play, he began to tell himself into the belief that he was playing a far from bad game. As he neared the club-house after the morning's round, he found a group of friends waiting for him. Hoping to get a compliment out of his particularly polite caddy, he said: "I've been travelling lately; I am out of practice—that's why my game hasn't been up to my usual form to-day." The stolid boy never moved a muscle of his face, but in a clear, distinct voice replied: "Then ye've played before, have ye, sir?"

An interesting announcement.

will be found in our telegrams that the Nobel prize for chemistry has been won by Madame Curie. She and her late husband, Pierre Curie were responsible for the discovery of radium in pitchblende, though it was together with Mr. Demont that they finally succeeded in isolating the precious metal. This is the second of the Nobel honours that the Curies have received. The first was for physics and was awarded conjointly with Mr. Becquerel in 1903. Time alone will show what the discovery of these patient investigators means to humanity, but already radium has established for itself a prominent place in medicine, though its limitations have in no way been defined as yet. The awarding of a second Nobel prize to this wonderful chemist is only a fitting recognition of the years of patient toil, which gave to humanity a further means of easing pain, and a possible cure for some of the more malignant diseases. Poisonous hereditary but none so great as those which relieve pain or obviate suffering.

CANTON'S INDEPENDENCE.

Interesting Disclosure at
Legislative Council.

His Excellency the Governor, before proceeding to discuss the afternoon's business at the meeting of the Legislative Council this afternoon, said that he was going to make an interesting statement regarding the events which were taking place beyond the border at the present moment. He had just learned before coming into the Council Chamber from the Consul-General at Canton that the city had been declared independent yesterday and the Viceroy had concurred in that declaration in order to avoid unnecessary bloodshed. He now sought temporary asylum in Hongkong. It was a tradition of British rule that if a person sought the hospitality of the British flag in his distress, they were bound to grant him that shelter, and he felt sure that Hongkong would be glad to receive the Viceroy. The Viceroy had lately held one of the highest posts in the service of the Chinese Government and had always used his utmost endeavours to prevent bloodshed, and, as far as they knew, with singular success. (Applause.)

TELEGRAMS.

THE REBELLION.

CANTON'S INDEPENDENCE DECLARED.

(The "Telegraph" Correspondent)
Canton, Nov. 9, 12.35 p.m.
At noon to-day a salute was fired and the Republican flag was hoisted.

FOOCHOW FALLS.

[Exclusive Service.]

Foochow, Nov. 9, 9.45 a.m.
The rebels captured the city this morning after a short fight. The Manchurian yamens were burnt.

The Tientsin Bank and the Chinese telegraph are in the hands of the rebels.

The Tartar-General is reported to have been killed.

The foreign settlements are undisturbed. Pickets are maintaining order.

CITY IN FLAMES.

[Exclusive Service.]

Foochow, Nov. 9, 2.45 p.m.
Fighting continues here and there are great conflagrations in the city.

ARTILLERY DUEL.

[Exclusive Service.]

Shanghai, Nov. 9, 1 p.m.
A message from Hankow, dated Nov. 7, states that the artillery duel continues.

Wa Tung-fung, the rebel foreign advisor, favours a constitutional monarchy and repudiates the new loan.

A battle with many fires and much carnage, is going on at Nanking and is undecided.

HOME POLITICS.

MR. BALFOUR EXPLAINS.

[Exclusive Service.]

Bombay, Nov. 9, 7.50 a.m.
Mr. Balfour announced his resignation at a special meeting of the executive of the City Conservative Association, the object of which was not stated.

A number of City bankers and commercial men were also invited. The announcement was received with regretful silence.

Mr. Balfour said he hoped still to do good service to the party but asked to be released from the continuous and increasing strain of leadership.

Mr. Balfour informed his constituents that he would be willing to retransmit his resignation as he was acceptable to them.

TELEGRAMS.

THE TOIL OF POLITICS.

He feared it would be increasingly difficult to find men of adequate leisure and position prepared to undergo the great toils now attaching to politics.

Probably the country was nearer than ever it had been to entrusting its affairs to those who for quite worthy, but, on the whole, less satisfactory reasons, were prepared to work merely as professional politicians.

HIS REASON.

He might enjoy good health and activity for many years, but he desired to leave the responsible position he had held before he could be suspected of suffering from the most insidious disease which attacked men of long public service who, without losing their health or their intellectual vigour, so long as the latter were exercised on the old lines, were less able than younger men to adapt themselves to changing circumstances and to deal with new problems.

THE BEST TIME.

He hoped he had not yet reached that period, but he should be miserable if he ran the margin too fine. The only thing to consider, then, was the best time to effect a change of leadership; undoubtedly this was the best time, as next session the party would be face to face with great controversies.

UNREST IN THE PARTY.

Mr. Balfour referred to the unrest in the party and declared that there was nothing exceptional in its condition compared with the state of parties out of office in the past. He took the most hopeful view of its prospects.

Lord Lansdowne stated that the rumour regarding his impending resignation is quite unfounded.

MUCH SURPRISE.

The announcement of Mr. Balfour's resignation came as the utmost surprise in the Lobby and caused some consternation amongst Unionists.

It is intimated that his health was the primary cause of the resignation.

It is conjectured that Mr. Austen Chamberlain or Mr. W. E. Long will be the new leader.

There is much speculation as to whether Lord Lansdowne will remain.

A NATIONAL MISFORTUNE.

[Exclusive Service.]

Durban, Nov. 9, 8.35 a.m.
A Party meeting will be held at the Carlton Club on Nov. 13, for the purpose of electing a successor to Mr. Balfour. In a letter expressing his absence from dinner in London yesterday evening Mr. Balfour said that circumstances made it necessary to anticipate the date of the announcement of his resignation or he would have given timely notice.

Mr. Balfour was absent from a banquet at the White City, attended by 1,300 guests, in connection with the Tariff Reform League at which Messrs. Austen Chamberlain, Bonar Law and F. E. Smith were present.

Mr. Austen Chamberlain said that a sense of personal loss almost overshadowed the feeling of national misfortune at Mr. Balfour's resignation. They would have to sink all personal considerations, resolved that the forces of unionism and Tariff Reform should be undivided. Whoever the new leader was he should be ungrudgingly supported. — Reuter.

THE JAPANESE NAVY.

By Commander E. Hamilton-Curry, R.N.

Speaking with a brother officer when the Russo-Japanese war broke out, the writer asked for an opinion, knowing that he had had exceptional opportunities of judging, as he had been in command of one of our own ships in China at the time of the war between that empire and Japan.

"There is no question that the Japanese will win on the sea," he answered. "I saw them fight the Chinese, and their organization was then perfect. It was so good as to be absolutely startling. And what have they been doing since that time?"

"Perfecting perfection," was the significant reply.

I sought enlightenment from yet another officer; this time, a soldier high in his profession, and who had also had exceptional opportunities of ascertaining the quality which resides in the Japanese as a fighting man. We know how they died in heaps in their attacks on Port Arthur; of how whole regiments went to certain death cheerfully and uncomplainingly. We read this in the newspapers at the time. What was the cause which underlay this apparent miracle?

The Explanation.

Let me give the explanation as it was given to me.

"Because in their case death itself means far less than it does to the European, because when they go into battle they are surrounded by the spirits of their ancestors; their fathers and mothers, if dead, are watching them actually at the time; any hesitation would put the spirits of the dead to shame. That is an impossible thing for a Japanese fighting man to think of; therefore, whatever happens, he must go on. Also, were he to return to his home with any shadow of a stigma upon his fame, his wife would shut the door in his face, his mother would refuse to see him, the village community would request him to remove himself elsewhere—and there would be no elsewhere for him to go. He would be a pariah and an outcast, with only the prospect of death by his own hand. The system destroys individuality to a great extent," said my informant, "but it constitutes of any armed Japanese force something terrible and efficient."

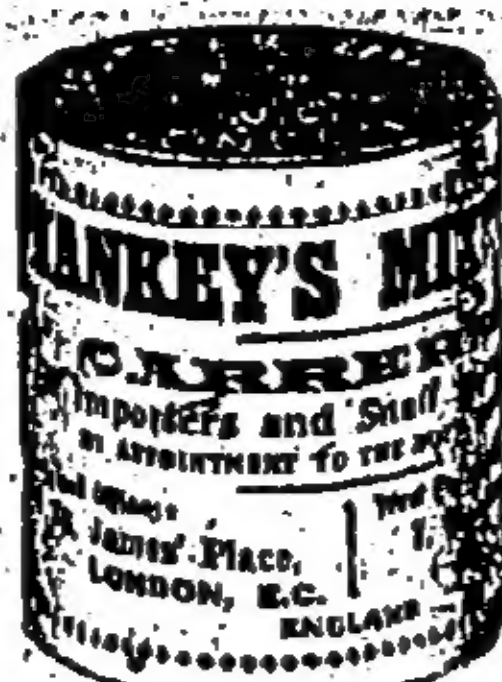
Our Share in Her Naval Evolution.

There is also the point of view of the rise of Japan from the small and interesting little country that she was, erroneously imagined to be by the arrogant European, to one of the principal forces in the world to-day. Never again will Western nations scheme to take away from Japan that which she has won by conquest, as was the case after the conclusion of her war with China. When we think that in 1863 we were fighting against the Japanese at the Straits of Simunoseki, and at that epoch they were still using bows and arrows, we have a reminder how far they have travelled.

What makes her Navy so formidable is that, like ourselves, she is an island empire, and that the supply of her sailors is so large. The nation which commands the services of men who are seamen by choice and by the circumstances of environment, is in a far better position than can ever be that of those others whose seamen are laboriously inducted into the whole art and mystery of the seaman, and who are drawn from among the land population. The rise of the Japanese Navy has incidentally been a source of great financial gain to England, as, up till the present, her battleships and cruisers have been mostly built in this country. In consequence, many millions of money have reached the coffers of the shipbuilding firms in the North, where Tyne and Clyde have eagerly competed for orders.

No Scrapheap.

Looking back a decade, we are reminded of one thing, which is that at this period Japan had no old obsolescent warships to rot on the scrapheap. The Mikasa, of 15,200 tons, built at Elswick, with an armament of four 12-inch forty calibre guns, and fourteen 6-inch forty calibre guns, was then her latest ship; at that time the equal of any in the world. The Asahi, of similar tonnage and armament, was built



MESSRS. CARRERAS' TOBACCOS

HAVE A REPUTATION

The World Round.

Fresh Stock always obtainable from

KRUSE & CO.

[1478]

at Clydebank, the Hatsuse, at Elswick. The Shikishima, of 14,850 tons, with identical armament, came from the Thames Ironworks. The Fuji and Yashima were constructed at Blackwall; their tonnage was 12,500, and they mounted four 12-inch 60-calibre guns, and four 6-inch 40-calibre guns, which carried four of the new obsolete 8-inch guns, were built at Elswick; as were also the Asama and Tokiwa, which were one hundred tons less in burden. The Yakumo, 9,850 tons; was built at Stettin, and the Azuma, of 9,435 tons, was built at St. Nazaire.

It will be seen from this list all the enormous amount that was being spent abroad; also how the lion's share came into our own country. Already, however, even at this date, Japan was making tentative experiments in shipbuilding on her own account, and, at Kobe and Yokosuka, were building the two small cruisers Nitaka and Taishima, of 3,420 tons.

The Attainment of Self-Reliance.

To-day Japan has learnt her lesson; the best experts that our shipbuilding firms could produce have been tempted to the shores of the Island Empire by princely salaries. In future the money and the labour will both be Japanese, and, even in the highest posts requiring the greatest skill, the foreigner will be displaced. Japan moves with the times by sea as well as by land, and those who provide the battleships of the world to outside customers must now seek fresh markets. In 1905 the Kashima and Katori, of 16,400 tons, of the new obsolete four-big-gun type of battleship, were constructed for the Japanese at Elswick and by Vickers, respectively. In the same year and that following the Tsukuba and Ikoma, of 13,750 tons, were built in Japan. So also were the Satsuma, 19,250 tons, in 1906, and the Aki, 19,750 tons, in 1907.

Powerful Armaments.

These last two vessels differ from any of the European types in that they carry four 12-inch and twelve 10-inch guns. This, of course, is an enormously powerful armament, and was evolved just before the Dreadnought revolutionised the building of battleships. Now Japan, like all the rest of the world, has embarked on the all-big-gun pattern with the Kawachi and Setsu, that are building at Kure and Yokosuka. They are to be of 20,750 tons, and to carry twelve or fourteen 12-inch forty-five calibre guns, the number apparently depending upon whether the ahead and astern turrets are to carry two or three of those weapons. There are on the list of the Japanese Navy what none other possesses in modern days: that is to say, ships captured from the enemy now serving under the national flag. Thus, the Hizen (late Rotvian), a battleship of 12,700 tons; the Suwo (ex-Pobieda), of 12,674 tons; the Aso (ex-Bayana), of 7,800 tons; the Satsuma (ex-Novik); and the Soya (ex-Varing). Japan has also a number of cruisers and small craft, also a very efficient torpedo destroyer flotilla. She has lately started to build herself twelve submarines, and is experimenting with aerial craft; one

naval dirigible and one naval aeroplane.

Japan's Wisdom.

As far as those very latest means of the destruction of your enemies are concerned, we shall probably find Japan content to act the part of spectator until all the preliminary stages are past, when she will wisely avail herself of these experiments.

A glance at the map shows how well situated is the Island Empire for the great part she intends to play in the future upon the sea. She has a great and growing mercantile marine, being credited with the possession of some 1,800 steamers and 4,000 sailing ships in addition to the native craft that carry on her coastwise trade; the total tonnage of merchant ships is rather over one million two hundred thousand tons. Lately we have renewed our treaty with Japan, somewhat to the annoyance of certain other Powers. We have been intimately associated with Japan during the whole time of her evolution into a modern nation, and it is fair to say that the peoples of each country have learned something from the other. It has been to our mutual advantage, and for that reason the treaty has endured. — "Pall Mall Gazette."

DEATH OF BRITISH NAVAL LIEUTENANT.

The Wuhu correspondent of the "N. C. Daily News" wrote on October 31:—

Salute has been caused here by the death of Lieutenant and Commander Oliva Maitland-Addison, of H.M. gunboat Kinshia. The Kinshia had been sent here on the request of the British Consul. She arrived last Wednesday. Lieut. Addison was ill when the vessel arrived and was immediately attended by Dr. Houghton, of the hospital here, in company with the ship's surgeon. He was suffering from pneumonia, and the case was not considered critical at first, but he took a turn for the worse and died of heart failure. He had recently come out from home, having only joined his ship three weeks ago. He was buried here in the cemetery on Saturday morning.

Edged with gold, and worn usually in the hat, handkerchiefs cost from six pence to a shilling in the reign of Queen Elizabeth.

Although it is legal in England to lop off the branches of a neighbour's tree which overhang your garden, the lopped-off branches still remain his property.

According to present computation, there will be 40,000,000 French Canadians in North America in 100 years' time.

Some 900,000 Londoners are at present living more than two in a room; while for six or more in a room the figure is 20,000.

DON'T FORGET.

Wednesday, November 8:
Sale of work and concert at Union Church Hall.

Saturday, November 11:
K.O.Y.L.I. concert.

Boxing, V.R.C.
Thursday, November 9:
Legislative Council meeting.

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's Advertisements.

THE OPERETTA
ALICE IN WONDERLAND.
proving an immense success, an EXTRA MAT. FREE will be given in Union Church School Hall, Kennedy Road, on SATURDAY, November 11th, at 4 p.m.
Admission: Adults \$1, Children 50 cents.
Hongkong, 9th Nov., 1911. [1493]

GERMAN LADY, going home in Spring, wants free passage in return for service. Apply to A. F. W. D., c/o "Hongkong Telegraph." [1481]

HONGKONG CORINTHIAN YACHT CLUB.

THE OPENING CRUISE will be held at Lanchow, on SUNDAY, 12th inst.
Ladies and Visitors' Races.
Luncheon.
Launch leaves Blake Pier for Lanchow at 11 a.m.
Hongkong, 9th Nov., 1911. [1485]

"GEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI,"
FROM LEITH, MIDDLESBROUGH, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JIBB, LIVINGSTON & CO., Agents.
Hongkong, 9th Nov., 1911. [1486]

POPULAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [148]

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS, PROVISION & COAL MERCHANTS.

Hongkong, 29th Mar., 1911. [1490]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th Aug., 1910. [1491]

MEE CHEUNG.

ART PHOTOGRAPHER HONGKONG.

TELEPHONE NO. 1013.

Engraving, Printing & Etching.
Hongkong, 1st Mar., 1911. [1489]

EWEN LUCAS

FAMOUS

BOLS GIN

Distillers since 1575

This well-known Distillery was started in Amsterdam over 300 years ago, and the enormous sale of its products all over the World proves that it has successfully stood the Test. Sufferers from Kidney Complaints, etc., will save their Doctors' Bills by taking an occasional dose of Bols. Thousands can testify to its abilities as a Kidney Cleaner.

SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Tel. No. 135.

Hongkong, 8th November, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. Connecting with Royal Mail Atlantic Steamers. (Subject to alteration.)

From Hongkong	From St. John, N.B.
"EMPERESS OF JAPAN" Satur., Dec. 20.	"EMPERESS OF BRITAIN" Fri., Dec. 29.
"EMPERESS OF INDIA" Satur., Jan. 27.	"EMPERESS OF IRELAND" Fri., Feb. 23.
"EMPERESS OF JAPAN" Satur., Feb. 24.	"EMPERESS OF IRELAND" Fri., Mar. 22.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 7 a.m. Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also, around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$71-10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants Officially posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars on application to Agents.

Through Passengers are allowed stop over privilege at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (General Intermediate) the accommodation is comfortable and being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamer and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...\$43. Via New York...\$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Black Pier).

INDOCHINA STEAM
NAVIGATION CO. LTD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	KWONGSANG	Sunday, 12th Nov., D'light.
SHANGHAI, KOBE & MOI	NAMSAIG	Satur., 11th Nov., D'light.
TIENSIN	CHIPSING	Saturday, 11th Nov., Noon.
MANILA	YUENSANG	Saturday, 11th Nov., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Monday, 13th Nov., Noon.
MANILA	LOONGSANG	Saturday, 13th Nov., 2 p.m.

RETURN TOURS TO JAPAN (Occupying 21 days).

The steamers "Kwong Sang" and "Fook Sang" have about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chusan, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kaitai, Lohai-Dala, Simporia, Tawai, Usukan, Josselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers. Hongkong, 8th November, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
"STRATHLYON"	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Kowloon if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 794. Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Belm, Delagoa Bay, (Natal), East London, Port Elizabeth and Cape Town, calling at Mauritius if so desired in convenient years, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO"..... 8,000 tonsTo be despatched end Dec.

S.S. "KATANGA"..... 5,600To follow and regularly thereafter.

For rates of Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

Hongkong, 24th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000. HITACHI MARU, Capt. T. Yamawaki, T. 7,000. MIYASAKI MARU, Capt. T. Marai, T. 9,000.	WEDNESDAY, 22nd Nov., at D'light. WEDNESDAY, 6th Dec., at Daylight. WEDNESDAY, 20th Dec., at Daylight.

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOI, KOBE, YOKOHAMA, CHU, & YOKOHAMA	SADO MARU, Capt. J. Richards, Tons 7,000. INABA MARU, Capt. S. Tominega, Tons 7,000. TAMBA MARU, Capt. K. Noda, Tons 7,000.	SATURDAY, 2nd Dec., from KOBE. TUESDAY, 5th Dec., at No. 1. TUESDAY, 2nd Jan., at Noon.
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SYDNEY & MELBOURNE, via MANILA, TUESDAY ISLAND, TOWNSVILLE and BRISBANE.	YAWATA MARU, Capt. T. Sakine, Tons 5,000. NIKKO MARU, Capt. M. Yagi, T. 6,000.	FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
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N'SAKI, KOBE & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, T. 6,000.	WEDNESDAY, 22nd Nov., at Noon.
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KOBE	JINSEN MARU, Capt. Macchia, Tons 4,000.	FRIDAY, 10th Nov., at Noon.
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SHANGHAI, MOI & KOBE	BOMBAY MARU, Capt. T. Mori, Tons 5,000.	WEDNESDAY, 23rd Nov., at Noon.
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BOMBAY via SINGAPORE & COLOMBO	TOSA MARU, Capt. T. Sato, T. 6,000.	TUESDAY, 14th Nov., at Noon.
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† Fitted with new system of wireless telegraphy.

* Carry deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:

"MIKE MARU".....Tons 4,000.....Capt. M. Tabusa.....Nov. 18th.

1912 PASSENGER SEASON 1912

FOR EUROPE

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	F. L. Bonner	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. O. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Marai	May 22nd.

FOR SEATTLE

Steamer	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tominega	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000	T. Iizawa	April 9th.
AWA MARU	7,000	S. Tominega	April 23rd.
INABA MARU	7,000	S. Tominega	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Row.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HONGKONG & HAIPHONG	"SUNGKIANG"	10th Nov., 10 a.m.
NEWCHANG	"NANCHANG"	10th Nov., 4 p.m.
SHANGHAI	"KAIHUI"	11th Nov., 4 p.m.
MANILA, CEBU & ILOILO	"KAI FONG"	14th Nov., 4 p.m.
WEIHAUWEI & TIENSIN	"KUEI CHOW"	14th Nov., 4 p.m.
S. LANGHAI	"OBENAN"	16th Nov., 4 p.m.
SHANGHAI	"LINAN"	18th Nov., 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Two co. Steamers "Tea" and "Taming," saloon accommodation, electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST—SCHEDULE—TWIN-SCREW STEAMERS (Anhui, Ohenon, Linan, Chinkwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and North China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 38. Hongkong, 9th November, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama: S.S. "Scandia".....4th Nov.

"Dorimund".....6th Dec.

"Segovia".....14th Dec.

"Silasia".....27th Dec.

"Ambria".....10th Jan.

"Goldenele".....24th Jan.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 9th November, 1911.

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HONGKONG PHILIPPINES STEAMSHIP CO.

PHILIPPINES

STEAMSHIP CO.

Steamship: Tons: Captain: For: Sailing Date.

ZAFIRO... 4000 M. C. Smith: MANILA, FRIDAY, 10th Nov., 4 p.m.

RUBI... 4000 S. Crosby: CEBU & ILOILO, MONDAY, 20th Nov., 4 p.m.

For Freight or Passage apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 1st November, 1911.

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A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to A. R. MARTY, 24, Des Voeux Road.

Telephone 118. Hongkong, 12th June, 1911.

[1093]

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers: Arrive Hongkong from Australia: Leave Hongkong for Australia.

ST. ALBANS..... 20th Oct. Saturday, Nov. 11.

EASTERN..... 17th Nov. Dec. 9.

ALDENHAM..... 1st Dec. Dec. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

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TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer: Tons: Captain: Date of sailing.

S.S. "Chiyo Maru".....21,000.....W. W. Gross.....Dec. 1st, Noon.

S.S. "Nippon Maru".....11,000.....A. O. Stevens.....Dec. 22nd, Noon.

S.S. "Tenyo Maru".....21,000.....L. East.....Dec. 29th, Noon.

S.S. "Shinyo Maru".....21,000.....H. S. Smith.....Jan. 1st, Noon.

These steamers are equipped with Turbine Engines and Triple Sorens. All steamers carry Japanese Government wireless telegraph and post office.

The steamer CHIYO MARU will be dispatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on FRIDAY, the 1st Dec., at Noon.

INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilian and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer: Tons: Date of Sailing.

Hongkong Maru.....11,000.....Wednesday, Dec. 13, Noon.

Kiyo Maru.....17,500.....Tuesday, Feb. 18, Noon.

The steamer "HONGKONG MARU" will be dispatched for MEXICAN, PERUVIAN and CHILIAN PORTS via JAPAN PORTS and HONOLULU, on WEDNESDAY, 13th Dec., at Noon.

For Further Particulars as to Passage and Freight apply to K. MATSUDA, Agent.

KING-WING BUILDING, Opposite P. O. [968]

COMMERCIAL.

The Mineral Oil Trade.

The slight improvement in oil shares is doubtless due to reports of an approaching end to the oil war, and to the rising prices of oil products—or some of them. But the oil war is only a figure of speech, as the depression in prices is merely the result of excessive production; and prices are apparently on the up-grade from causes which the man in the street does not perceive. The broad fact remains that more petroleum has been accumulated both in America, in Europe, and in Asia than the world can at present consume, and more is now being produced everywhere than the world will be able to consume for some time to come. Hence the excessive competition amongst the large producers to preserve markets already acquired, and to obtain others from which they have been partially, or wholly excluded. The race for China, for instance, was caused or stimulated by the expulsion of Standard oil from European markets fed by Galicia and Rumania, although Russia is not now appreciably affecting the situation in the Western world, as that country is using more and more of her own production both of burning and of fuel oils. The enormous development, however, in production has restricted the outlets of the Standard circle severely. There has been no corresponding increase in the consumption of heavy oils—though, of course, there has been some increase of which no record is obtainable—and the increasing demand for light oil, spirit, called petrol, has simply aggravated the situation by increasing the quantity of crude oil refined in order to obtain the spirit wanted. Prices are now struggling upwards against a plethora stock and excessive production simply because costs and expenses have so risen and are still rising, as to make the selling prices of both lamp and machinery oil more unremunerative than ever, and it is generally known that the selling prices of lamp and lubricating oils in England are below the cost of production. The increased charges which have accrued are in respect of barrels and of transport and dock and harbour expenses, the last-named the fruit of the recent strikes. One result of the confused situation is that the Scotch companies have not renewed this year their usual arrangement of minimum contract price for burning oil in the new season just commenced. They each have their own sets of customers, with whom they can make what contracts they please in competition with the American oil which is now being offered to retailers in tank wagons. The Scotch companies are meeting the situation by also adopting the tank system, which should now prove more economical than the old system of barrels, though it is regarded askance by some experienced persons in the trade. The selling prices of Scotch oils have not been reduced, but they are low enough, and as to lamp oil, will not leave more than 2.1-2d. per gallon for the oil after allowing for casks and carriage. As to what imported oils are selling at, or offered at, there are various reports, but the competition is keen, and the season will not be good for producers either in burning or fuel oils, even though prices are raised a little to cover increased transit charges. The one consolation the Scotch companies have is sulphate of ammonia. In the production of this they have a monopoly amongst oil producers, and prices are now abnormally high.

LOG BOOK.

Related Shipbuilding.

The first half of the Navy's year has closed without orders having been placed for either of the three armoured ships in the current programme which are to be built by contract, while the two others allotted to Portsmouth and Devonport Dockyards cannot be laid down till the King George V. and the Centurion of last year's programme are launched and the ships have been prepared for their successors. Although, therefore, it will be late in the autumn before either of the five ships is actually commenced, and probably January before all five are on the blocks, there is some satisfaction in the fact that the total sums set apart for them up to the end of the financial year are in excess of the initial amounts for the five ships in the 1911-12 programme.

For the three contract-built ships in the two programmes the amounts compare as follows:

1910-11.	1911-12.
£38,447	£78,523
£38,604	£78,530
£40,626	£69,913

For the Dockyard-built ships the comparative figures are as follows:

1910-11.	1911-12.
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Portsmouth... £29,714... £182,283

Devonport... £29,723... £171,515

These substantial increases are welcome so long as the sums can be spent by March 31, otherwise the advantage is illusory. But unless the next ships are laid down earlier than those were in the current programme, which seems unlikely, a spasmodic effort will be necessary in order to spend the first instalments within the financial year, and "spurs" in shipbuilding, especially in the first stage of a vessel, are not economical. The remedy is to put the ships down a little earlier than the ninth or tenth month of the financial year.

New Vessels for the Allan Line.

The Allan Line have received tenders from 10 or 12 firms, for two new steamers. The vessels will have a top speed of 18 knots, and will be designed to carry from 200 to 250 first-class, 525 second, and 1,000 third-class passengers, and will have accommodation for 3,000 tons of cargo. They will be of 15,000 tons.

North Atlantic Sailings.

In Liverpool emphatic denials have been made regarding the statement that there will be a reduced service of steamship lines to Canada and the United States during the coming winter because the advance in freight rates had not compensated to the extent anticipated for the increased wages recently paid to the men. It is pointed out that customary reductions in sailings for the winter will take place, and that the Cunard and White Star Companies will as usual transfer steamers from the North Atlantic to the Mediterranean, where winter business is more lucrative than in summer.

The Olympic Docked.

The White Star liner Olympic, which was in collision with the cruiser Hawke off the Isle of Wight on September 20, has been successfully docked in the Belfast Harbour Commissioners' new graving dock, which is the only one in the United Kingdom capable of taking in such a large vessel. During the afternoon the water was pumped out of the dock, and it was then seen that the damage caused by the collision was confined to the starboard side of the stern. It is expected that the Olympic will occupy the dock for about six weeks. The crank shaft was taken out before the vessel was docked, and it is believed that one made for the Titanic will be substituted.

Intimations

AERTEX CELLULAR.

REGAL SHOES.

J. T. SHAW,

TAILOR

and OUTFITTER,

21, Hongkong Hotel Buildings,
Queen's Road. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 9.00 a.m.	" 10 min.
9.00 a.m. to 10.00 a.m.	" 15 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.00 a.m. to 12.15 p.m.	" 15 min.
12.15 p.m. to 1.15 p.m.	" 10 min.
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9.45 p.m. to 10.00 p.m.	" 15 min.
10.00 p.m. to 10.15 p.m.	" 10 min.
10.15 p.m. to 10.30 p.m.	" 15 min.
10.30 p.m. to 10.45 p.m.	" 10 min.
10.45 p.m. to 11.00 p.m.	" 15 min.
11.00 p.m. to 11.15 p.m.	" 10 min.
11.15 p.m. to 11.30 p.m.	" 15 min.
11.30 p.m. to 11.45 p.m.	" 10 min.
11.45 p.m. to 12.00 p.m.	" 15 min.
12.00 p.m. to 12.15 p.m.	" 10 min.
12.15 p.m. to 12.30 p.m.	" 15 min.
12.30 p.m. to 12.45 p.m.	" 10 min.
12.45 p.m. to 1.00 p.m.	" 15 min.
1.00 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.30 p.m.	" 15 min.
1.30 p.m. to 1.45 p.m.	" 10 min.
1.45 p.m. to 2.00 p.m.	" 15 min.
2.00 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 2.30 p.m.	" 15 min.
2.30 p.m. to 2.45 p.m.	" 10 min.
2.45 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 3.15 p.m.	" 10 min.
3.15 p.m. to 3.30 p.m.	" 15 min.
3.30 p.m. to 3.45 p.m.	" 10 min.
3.45 p.m. to 4.00 p.m.	" 15 min.
4.00 p.m. to 4.15 p.m.	" 10 min.
4.15 p.m. to 4.30 p.m.	" 15 min.
4.30 p.m. to 4.45 p.m.	" 10 min.
4.45 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 5.15 p.m.	" 10 min.
5.15 p.m. to 5.30 p.m.	" 15 min.
5.30 p.m. to 5.45 p.m.	" 10 min.
5.45 p.m. to 6.00 p.m.	" 15 min.
6.00 p.m. to 6.15 p.m.	" 10 min.
6.15 p.m. to 6.30 p.m.	" 15 min.
6.30 p.m. to 6.45 p.m.	" 10 min.
6.45 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 7.15 p.m.	" 10 min.
7.15 p.m. to 7.30 p.m.	" 15 min.
7.30 p.m. to 7.45 p.m.	" 10 min.
7.45 p.m. to 8.00 p.m.	" 15 min.
8.00 p.m. to 8.15 p.m.	" 10 min.
8.15 p.m. to 8.30 p.m.	" 15 min.
8.30 p.m. to 8.45 p.m.	" 10 min.
8.45 p.m. to 9.00 p.m.	" 15 min.
9.00 p.m. to 9.15 p.m.	" 10 min.
9.15 p.m. to 9.30 p.m.	" 15 min.
9.30 p.m. to 9.45 p.m.	" 10 min.
9.45 p.m. to 10.00 p.m.	" 15 min.
10.00 p.m. to 10.15 p.m.	" 10 min.
10.15 p.m. to 10.30 p.m.	" 15 min.
10.30 p.m. to 10.45 p.m.	" 10 min.
10.45 p.m. to 11.00 p.m.	" 15 min.
11.00 p.m. to 11.15 p.m.	" 10 min.
11.15 p.m. to 11.30 p.m.	" 15 min.
11.30 p.m. to 11.45 p.m.	" 10 min.
11.45 p.m. to 12.00 p.m.	" 15 min.
12.00 p.m. to 12.15 p.m.	" 10 min.
12.15 p.m. to 12.30 p.m.	" 15 min.
12.30 p.m. to 12.45 p.m.	" 10 min.
12.45 p.m. to 1.00 p.m.	" 15 min.
1.00 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.30 p.m.	" 15 min.
1.30 p.m. to 1.45 p.m.	" 10 min.
1.45 p.m. to 2.00 p.m.	" 15 min.
2.00 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 2.30 p.m.	" 15 min.
2.30 p.m. to 2.45 p.m.	" 10 min.
2.45 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 3.15 p.m.	" 10 min.
3.15 p.m. to 3.30 p.m.	" 15 min.
3.30 p.m. to 3.45 p.m.	" 10 min.
3.45 p.m. to 4.00 p.m.	" 15 min.
4.00 p.m. to 4.15 p.m.	" 10 min.
4.15 p.m. to 4.30 p.m.	" 15 min.
4.30 p.m. to 4.45 p.m.	" 10 min.
4.45 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 5.15 p.m.	" 10 min.
5.15 p.m. to 5.30 p.m.	" 15 min.
5.30 p.m. to 5.45 p.m.	" 10 min.
5.45 p.m. to 6.00 p.m.	" 15 min.
6.00 p.m. to 6.15 p.m.	" 10 min.
6.15 p.m. to 6.30 p.m.	" 15 min.
6.30 p.m. to 6.45 p.m.	" 10 min.
6.45 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 7.15 p.m.	" 10 min.
7.15 p.m. to 7.30 p.m.	" 15 min.
7.30 p.m. to 7.45 p.m.	" 10 min.
7.45 p.m. to 8.00 p.m.	" 15 min.
8.00 p.m. to 8.15 p.m.	" 10 min.
8.15 p.m. to 8.30 p.m.	" 15 min.
8.30 p.m. to 8.45 p.m.	" 10 min.
8.45 p.m. to 9.00 p.m.	" 15 min.
9.00 p.m. to 9.	

SHARE REPORT

Shanghai	80.0485	—	—	0 0	
Shanghai	80.0082	—	—	—	Kong and Hainan, same as No. 1.